



**US Army Corps
of Engineers®**
Portland District

Information Paper

Date: November 1998

<http://www.nwp.usace.army.mil/pm/projects/crncl>

Columbia River Channel Improvement Study

Overall Project Timeline:

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|---|----------------|
| ◆ Reconnaissance Study Started | December 1989 |
| ◆ Reconnaissance Report Signed | December 1990 |
| ◆ Federal Cost Sharing Agreement Signed | August 1993 |
| ◆ Dredged Material Management Study (DMMS) and Environmental Impact Statement (EIS) Started | April 1994 |
| ◆ Feasibility Study and EIS Started | July 1994 |
| ◆ DMMS Completed | September 1998 |

Detailed Project Timeline from issuance of *Draft Integrated Feasibility Report for Channel Improvements and Environmental Impact Statement, Columbia and Lower Willamette River Federal Navigation Channel*, on Oct. 23, 1998

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|------------------------------|--------------------------------------|
| ◆ Draft Report Public Review | October 23 through December 7, 1998 |
| ◆ Final Public Review | February 1999 |
| ◆ Chief of Engineer's Report | May 1999 |
| ◆ EIS Record of Decision | June 1999 |
| ◆ Possible Authorization | Water Resources Development Act 2000 |
| ◆ Possible Construction | October 2001 through 2003 |

The Corps of Engineers is currently in the last year of its 5-year Feasibility Study. The study area: is from the mouth of the Columbia River, upstream to the Interstate 5 bridge between Portland, Ore., and Vancouver, Wash., and from the mouth of the Willamette River upstream to the Broadway Bridge in Portland, Ore.

The total feasibility study cost, including the non-federal share, is \$6.1 million. Non-federal cost share requirements: 50 percent of the costs of the Feasibility Study; 25 percent of potential construction costs; provision of all lands, easements, rights of way and upland dredge material disposal sites.

Options evaluated included:

- ◆ Regional Ports at Longview and Astoria
- ◆ Non-Structural Alternatives
- ◆ Structural Alternatives (41-foot, 42-foot and 43-foot dredged channel)
- ◆ No Action

The non-federal sponsors for the feasibility study are: Ports of Portland, St. Helens and Astoria in Oregon and the Ports of Longview, Kalama, Woodland and Vancouver in Washington.